

## WEEKLY COMMENT OF THE RADIATOR

Frank Discussion of Motor Matters by The Times Automobile Editor.

By MONTE W. SOHN.

Tuesday night at the Commercial Club the Automobile Trade Association, which has been convalescent for several weeks, threw away its crutches and began to feel its muscle.

The association, which broke both legs and sustained internal injuries over the automobile show in 1914, has never been in good health since. Not, at least, until Tuesday.

Tuesday night, as we said before, it shook off its wadding sheets and came to.

After several weeks of visiting and handshaking, weeks during which all the old skeletons and hatchets were decently interred, the entire industry, all of the local dealers were there.

There was an agreeable lack of ostentatious enthusiasm.

Unanimity of Purpose.

There were no cheers unleashed and no extravagances expressed.

But there was unanimity of purpose, the dedication of a common cause by the most progressive of Washington's business men—its automobile dealers.

Every man who was there felt the thing—the ambition to create in the rejuvenated trade association a power for good, a mighty power that Washington has needed for a long time.

Its first step will be carnival week, which begins Monday, April 2. Although the shows will be in the hands of the individual dealers, the carnival is one great week of spring displays.

Every dealer will have his showroom decorated, and most of them will have special models and specially blocked engines for the week.

Nothing could so thoroughly express the scheme of oneness of union as this carnival. It is not merely will be a great series of automobile shows, but becomes at once a celebration of the rebirth of the Automobile Trade Association.

Will Be Worth Seeing.

Personally, we have not decided from whom we would rather have 10 per cent commission, the florists or the decorators. There will be a fine accumulation of wealth displayed in the next twenty-four hours, because without exception the dealers will have lavish displays in their showrooms when the carnival starts on Monday morning.

It will be well worth seeing.

And, with a newer, bigger, more powerful organization than local motor-dom ever has known, the work of this live of associations... that, too.

Will be well worth seeing.

As for us, we went out early Wednesday morning and bought Automobile Trade Association, at the market, with all the kale we can gather.

And next year, about this season, we'll sell—

And buy that chicken farm.

And retire.

Maybe it is, but it's new to us.

...so the old gentleman walked up to the car washer and inquired.

"Jim?" said the car washer, "he gone to de hospital."

"Accident?" asked the O. G.

"Well," answered the car washer, "it wuz like dis: Jim, he been a-talkin' fo' a long time, how he gwine lick de stuffin' out'n his wife cos' she all de time pickin' on him."

"And..."

"Well," continued the car washer, "jestiddy she done ovaheah him."

PREDICTS PANIC

New York Economics Expert Tells of Troubles to Follow War.

High though the cost of living is today, it will be even higher a year hence, Dean Joseph French Johnson, of the New York University School of Commerce, Accounts and Finance, told members of the Washington Chapter of the American Institute of Banking, in a lecture last night in the Wyland.

"If any young man wants to make a fortune today," Dean Johnson said, "he should get a few acres of ground and put them under intensive cultivation, for although foodstuffs are selling higher today than ever before, they will be even higher a year hence."

Dean Johnson predicted that the war will end inside of a year, and that restoration of peace will be followed by temporary period of prosperity. This would be followed by a period of great depression, he said, verging on a panic, which might be expected to last from two to three years.

## SERVICE STATION OPEN

L. C. Weed Tells of Plans for Helping Owners of Motor Cars.

Unprepossessing, lacking anything ornate or elaborate in appearance, the new twenty-four-hour service station recently formed is housed at 625 G street in one of the least pretentious of such establishments.

L. C. Weed, who heads the new organization, has plans, however, plans he formulated while with the service department of the Record Auto Company—and these, provide for model equipment and to quote him, "plaster, paint and varnish."

"The main thing," he said yesterday, "is the fact that the service about which the company is built is sure and safe."

"I think a whole lot more about service than decorations, I believe, with M. A. Bayles, of the Record Auto Company, that the paramount thing in the motor world is the personal element of advertising. It is ten times more important for Jim Jones to tell his friends about the service we gave him on his Ford than that we should bring one needy motorist into our establishment with extravagant promises we couldn't live up to."

"When the Record company eliminated its huge Ford service department I gathered a good many of the men together and formed the twenty-four-hour service station."

In time I expect to have not only repair and adjustment service, but a big accessory department and garage space with facilities for 300 cars. Until then we have a reputation to build, and I doubt if any concern of the kind is so well equipped in technical experts and skillful mechanics who know what is wrong with a man's car and do not have to go exploring at the owner's expense."

## FIRESTONE WORKERS SHARE IN CAPITAL

More Than Eleven Thousand Employees Purchase Stock in Company.

An important page of history in American business has just been made by the Firestone Tire and Rubber Company, of Akron, Ohio.

With the winding up of the books on the plan of stock distribution inaugurated by H. S. Firestone, president of the company, the records show that over 90 per cent of the employees responded heartily to the investment offer made. Out of 12,500 employees, 11,000 are now stockholders in the company.

This means that they are now more than profit sharers, as that term is generally used. The Firestone company has shown its confidence to the extent that every employee subscribing under this plan immediately becomes a registered stockholder, and as such is entitled to all the privileges of a stockholder.

The sweeping acceptance of the plan by the organization has stirred up the keenest interest among industrial experts because of its strikingly original features.

For example, the stock allotted, approximately \$3,000,000 worth, was distributed on the basis of length of service, not on the usual basis of salary earned. In short, the sweeper or the shoveler got more than the high executive if he had served longer, up to a period of five years. All who had been employed over five years were on an equal basis.

This arrangement meant an adjustment of long-time payments to enable those making the lowest salaries to get the maximum amount of stock. Those who wish, of course, can pay for the stock immediately, but the minimum installment necessary on a \$1,000 purchase, for instance, is only \$5.00 per month.

The stock was sold to employees at \$100 per share, while the market price quotation is \$145 per share.

The agreement provides that the company shall hold the stock for five years, after which time, if all paid for, the certificate of stock passes wholly into the hands of the employee, whether he or she remains longer with the company or not.

## GERMAN JOINS GUARD

Renounces Kaiser to Serve Under American Flag.

MAHANOY CITY, Pa., March 31.—After renouncing allegiance to the Kaiser, Otto Herring, a young sailor from one of the German liners lying at Hoboken, N. J., has received first naturalization papers. A few hours afterward he appeared at the local armory and enlisted in the Eighth Pennsylvania. He declared his willingness to fight against Germany, although three of his brothers are German soldiers. He works in the mines here.

## AUTO LITIGATION IN CURRENT NEWS

Rulings of the Courts in This Week's Cases of Interest to Motorists.

A driver of a team may walk beside his horses so as to control them upon the nearing of a motor car, and he is not guilty of negligence in so doing.—Gardner vs. Vance, 113 N. E. (Ind.) 1004.

Driving a vehicle in the middle of a street is neither negligence in itself nor a fact from which negligence can be inferred, either under the common law or statute.—Linstroth vs. Peper, 188 S. W. (Mo.) 1125.

The burden of proof as to plaintiff's freedom from contributory negligence is on plaintiff in an action for negligence in automobile accident causing death or personal injury.—Bancroft vs. Cota, 98 A. (Vt.) 915.

It is not the rule in Vermont that the passenger in a vehicle whether public or private, is so identified with the driver, by virtue of this association, that the driver's negligence is imputable to the passenger.—Bancroft vs. Cota, 98 A. (Vt.) 915.

Where the driver of a motor car was proceeding at a reckless rate of speed and, though signaled, did not slacken or stop, but drove so close to a wagon and team that he struck the teamster who was walking beside his team to control them, the motorist was guilty of negligence rendering him liable, particularly as he was violating one of the penal laws of the State.—Gardner vs. Vance, 113 N. E. (Ind.) 1004.

Under Acts 1910, c. 81, relative to motor vehicles, and section 10, requiring an automobile driver to stop to allow a frightened horse to pass, in plaintiff's action for injuries received when his horse became frightened and was struck by an approaching car, an instruction leaving it to the jury to say whether it was necessary for the driver to stop when he saw the horse was frightened, having due regard for the safety of the persons riding with him, was erroneous.—Searcy vs. Golden, 188 S. W. (Ky.) 1098.

Under Acts 1910, c. 81, relative to motor vehicles, and providing that, when it shall appear that any horse is about to become frightened by the approach of a motor vehicle, it shall be the duty of the driver to stop until the horse shall have passed, where defendant automobile driver admitted that he did not stop when he saw that the horse plaintiff rode was frightened, verdict for defendant, in plaintiff's action for injuries received when the car struck his horse, could not stand, being unsustained by the evidence.—Searcy vs. Golden, 188 S. W. (Ky.) 1098.

In action for death caused by overturning by defendant's car of automobile in which plaintiff's intestate was riding, it was proper for defendant to testify that he saw a man motion to him, and describe the motion by physical illustration and state that "He swung his hand toward him."

"I thought as though I would come to him," and that thereupon defendant started to go by, since what defendant in fact understood regarding the purpose of those whose movements were to be made in connection with his own, was pertinent on the issue of his negligence.—Bancroft v. Cota, 98 A. (Vt.) 915.

Where plaintiff's decedent was injured in the street by defendant's automobile, and recovery was sought on the theory that the injury would not have occurred had the automobile driver complied with a city ordinance requiring him to drive as near the right-hand curb as possible, failure to introduce the ordinance was a withdrawal of such theory so that submission to the jury predicated liability on failure to keep as near the right-hand curb as possible was error; there being no statutory or common-law rule to the same effect as the ordinance.—Linstroth vs. Peper, 188 S. W. (Mo.) 1125.

Under Acts 1910, c. 81, relative to motor vehicles, and section 9, prohibiting driving in the country at more than twenty miles an hour for one-fourth of a mile, making any excess prima facie evidence of negligence, and providing a maximum

speed of eight miles an hour in going around a curve, in plaintiff's action for injuries when his horse became frightened, and was struck by an approaching automobile, an instruction leaving it to the jury to say whether defendant was driving at a reasonable and safe rate of speed, without mentioning the statute or placing his negligence upon the speed provisions of the statute, was erroneous.—Searcy vs. Golden, 188 S. W. (Ky.) 1098.

In an action against an automobile driver for injuries to plaintiff when his horse became frightened and was struck by the car, where it appeared that defendant was racing with another car, endeavoring to pass it, and failed to stop after he knew plaintiff's mare was frightened while standing in a narrow roadway enclosed by fences, refusal of the court to instruct on punitive damages was erroneous, as such damages can be allowed for negligence where the evidence shows recklessness or indifference to the safety of others, and the negligence is gross; to warrant such damages the injury must not result from intentional wrong.—Searcy vs. Golden, 188 S. W. (Ky.) 1098.

## TIPS ON LUBRICATION GIVEN BY DEALER

Lack of Knowledge Means Loss of Pleasure, Money, and Time, Says W. C. Long.

"I am not at all anxious that motorists should consider me a crank or a calamity howler," says W. C. Long, local Studebaker representative, "but I certainly do want folks to know more about their cars and the proper care of them."

"Take the matter of lubrication, for instance. I firmly believe motorists cannot know too much about lubrication and lubricating oils. Lack of knowledge means loss of pleasure, loss of time, and, oftentimes, considerable loss of money. And there is one underlying phase of the subject which often is overlooked by motorists, and yet which is the base of many lubricating troubles. I refer to what is commonly known as 'gasoline leakage.'"

"Gasoline leakage generally is caused by a certain amount of mixture which is not burned and finds its way into the crank case, diluting the oil and destroying its lubricating qualities from 10 per cent to 30 per cent in from two weeks' to a month's time, depending upon weather conditions. This means that on the compression stroke some of the gaseous mixture from the combustion chamber leaks past the piston rings and condenses in the cool crank case."

"Gasoline Not Good Lubricant." "This action is due to the fact that the oil does not perfectly seal the space between the cylinder walls and the piston rings. In some instances this leakage has been so marked that oil taken from a crank case, due to the large amount of gasoline present, exploded when touched with a match."

"Of course, it is perfectly obvious that gasoline is not a good lubricant. And it does not take much speculation to determine what will happen to a motor if no steps are taken to prevent the gasoline from leaking into the crank case and becoming a part of the lubricant."

"Oil, diluted with gasoline, becomes a mighty poor lubricant, and will leave the cylinders dry if allowed to continue unchecked. This will cause wear and necessitate the replacing of some vital part of the internal mechanism of the motor. Wrist pins, cylinders and pistons are very apt to suffer from this gasoline leakage—with great danger of burnt-out connecting rods and main bearings."

Trouble Can Be Avoided. "Motorists can avoid this trouble, and gain assurance of a perfect seal between piston and cylinder walls by the use of a good motor oil, of course, and frequent draining of the oil in the crank case."

"If owners will drain off the old oil in a crank case often—say once every two weeks in cold weather, and once a month during the summer—and replenish with fresh oil, there need be no fear of the oil deteriorating and losing its original lubricating qualities. Five dollars spent this way may save a bill of from fifty to one hundred dollars in a season for necessary repairs. The frequent changing of oil in the crank case during a period of seven months would not amount to the price of one minute—and it only takes about ten minutes' time to make the change."

## LISTS MUNITIONS EXPERTS

Bureau of Mines Compiles Data for Council of Defense. Scientists and technical experts in every line of work are being listed by the Bureau of Mines for the Council of Defense.

of National Defense, in preparation for national emergency. Thousands of the country's best men in the arts and mechanical industries will be listed to aid in furnishing munitions. The mistake of the allies in sending such men into the trenches, instead of keeping them at home

where they would have been of vast greater service to the nation, will be avoided. Not only is a census of experts being made, but their qualifications are being noted as well as their nativity and nationality, and their willingness to serve.



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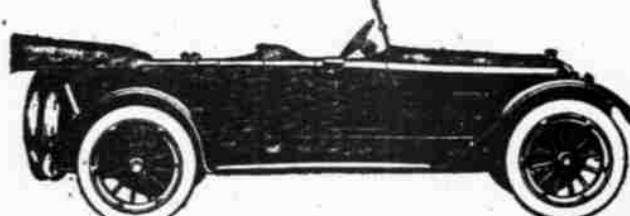
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